

fall here, the outlet narrow and the current swift, they have to be let through gradually by means of ropes fastened to a capstan on shore. Five or six days have been consumed in their passing and the end is not yet in sight.

Our Chinese was taken ill several days ago, and though a man of nearly 70, he, like any of the rest of us, did not desire to shake off this mortal coil, but eagerly to right still to "borrow age." The method he took was Eastern, without a doubt. Having tried physicians and finding them of no avail, he called in a sorcerer, who felt his pulse and came to the conclusion that there was a soul in hell that could not pass one of the customs, of which there are very many. This soul, either one of his family, or that of some outside person, had caused the said disease in the Chinese, and this sorcerer must go down and see about it. Accordingly three rooms in the *yamen* were put at the disposal of the sorcerer, who had all the widows and doors stopped up, burned incense and paper, repeated incantations, and then feigned sleep and death, while his soul went to Hades to bargain for the release of the Chinese. Evidently the sorcerer had mistaken his diagnosis and was on the wrong track, for he failed in his errand. The patient was poorer by 50 or 60 taels, and the day following he passed away. What a contrast this high official is to a Tactai who lived here 15 or 20 years ago! The one actually believing in such claptrap, while the other seeing the power of these swindlers to play upon the credulity of the people, denounced them and publicly issued a proclamation forbidding them to practice their arts and the people to employ them. *Appropos* of sorcerers, the shrewdness of a magistrate here was well shown some years ago in connection with one. His gatekeeper professed to be a sorcerer and was in the habit of "dying" twice a month. This "dying" consisted in the gatekeeper feigning sleep and lying around apparently insensible to everything for a whole day. The magistrate grew tired of this, so one day bearing that his gatekeeper had one of his dying fits on he went out to see him, and falling to arouse him, he remarked that he would bring him to life, and at once called for a bamboo. He ordered the gatekeeper to be divested of his nether garments and proceeded right heartily to lay on the bamboo. Sure enough he was right, for at the fourth blow the gatekeeper sang out, begging his master to desist, and promising never after to give up his tricks of sorcery.—*N. C. Daily News*.

POPULAR TALKS ON LAW.

STOPPAGE IN TRANSIT.

The right of stoppage in transit is greatly favored by the law. It may be defined to be the right belonging to the seller of goods, who has not been paid therefor, to resume possession of them before they come into possession of the buyer, who has become insolvent, bankrupt, or pecuniarily embarrassed. A few general statements with reference to this very important and generally valuable right will not be uninteresting or unenlightening.

The right of stoppage in transit has been long recognized. We find it exercised as early as 1670. At first it was recognized only as an equitable right, that is, cognizable only in a court of equity. It is now become a part of the common law. Reviving to our definition, many questions may arise, some of which we shall attempt to answer. As to how long the right continues, we may say until the goods reach the actual or constructive possession of the buyer or his agent. What is meant by constructive possession? Would it include the possession of a carrier who had been designated, or who is hired and paid by the buyer? We think not. So long as the goods are in the hands of the carrier, whether by sea or land, the right exists, even although the buyer appointed the carrier. But not if the conveyance belongs to the buyer. And the right continues while the goods are in any place or deposit connected with the transit, and delivery of them. Goods may be said to be delivered when they reach the hands of an authorized agent of the buyer, who is holding them until he receives orders from the buyer, but not so if they are in the hands of a shipping agent appointed by the buyer to await his instructions, not as to their destination, but as to the mode of shipment to their original destination. If the carrier is in the habit of using the warehouse of a carrier, wharfinger or other person as his own, for instance, by making it the repository of his goods, and disposing of them there, the transit is at an end. It has been held that, where the goods are stored by a carrier at the end of his route as agent for the buyer, the transit is complete.

At the time of the sale, the seller ships the goods to a third person in the buyer's name as consignee, at the buyer's request, the right probably does not exist.

Where part of the goods are delivered without the intention on the seller's part of retaining the rest, but as a step towards and in progress of the delivery of the whole, the right ceases. The buyer may take possession of the goods at any point on their journey and defend their right, but merely making demand for them of the carrier does not defeat it. An attachment or execution against the buyer cannot be levied on the goods to defeat the right. The vendor's right is superior to all liens, but not to the carrier's lien for freight. An indorsement of the bill of lading to a bona fide purchaser will defeat the right. An indorsement of the bill of lading as a pledge for a specific sum defeats the right, but the seller may give notice to the pledgee, and in a court of equity maintain his right to the difference between the amount of the pledgee's demand and the sum realized by the sale of the goods.

An assignment of the bill of lading as security for an antecedent debt does not, nor does an assignment for the benefit of creditors, defeat the right. But suppose the goods are partly paid for, or an acceptance or a note given, does the right still exist? Yes! Suppose the note is negotiated? The rule would probably be the same. But if the seller takes the unpaid note or order of a third person, and in a court of law is defeated, but the mere fact that the vendor has recourse against some other party does not defeat the right. The cases hold that if a bill or note or part payment has been received, it is not necessary to return the same in order to exercise the right. Who may exercise the right? The seller, a general agent, or one who is a special agent in respect to this consignment; a commission merchant, one who has paid the price for the buyer and has taken the bill of lading as security; a consignee, who consigns goods to be sold on the joint account of himself and the consignee, may exercise the right. The right belongs to no one but the seller.

What sort of inability to pay on the part of the buyer will give this right? Insolvency is the only ground. It is not necessarily a technically declared insolvency. It means, as well, a general inability to pay just debts. It may be proved in any satisfactory way, as by stopping payment or failing to pay ones just debts, the buyer's admissions, or well founded information. It need not be an insolvency arising from the sale. It may be one, which existed prior to the sale if not discovered until afterwards. How is the right exercised? It is not necessary to actually seize the goods. Give notice to the carrier in whose hands they are, on the delivery of which notice it becomes the person's duty to retain the goods. The carrier may be held

responsible if he delivers the goods after notice. If by mistake he delivers them, the seller may bring trover for them against the buyer, or his assignees, if he be bankrupt. The notice must be given to the one who has the immediate custody of the goods. If given to a principal, whose agent has custody of the goods, it must be given at such a time and under such circumstances that the principal, by the exercise of reasonable diligence, may communicate it to his servant. We may say that it is a common custom for the seller to require bills of lading to be made to his own order, thus cutting off many questions which might arise as to delivery.—*Wm. C. Sprague*.

GROSS MISARRIAGE OF JUSTICE IN SYDNEY.

THE CASE OF EDWARD BELL.

A few weeks ago we published sundry comments on the case of Edward Bell, recently sentenced in Melbourne to four years' imprisonment for burglary, and expressed the opinion that the conviction was an almost unparalleled instance of judicial stupidity. The evidence against Bell was as follows: A certain householder, named Larch, was awakened by a burglar, and after a desperate scuffle in a dark room he wrested a coat tail off the intruder's clothes, just as that unlawful person fled through the window. The only two things—judging by his report to the police—which he was sure about in the darkness and the excitement were the afore-said coat-tail, and the fact that the visitor was a man of great size and ferocity. The police, upon arrested Bell—a miserably small, stunted, undersized individual, as little like Larch's description as a horse is like a dog—the principal evidence against him being that he wore a pair of pants corresponding in material to the captured coat-tail. He was exhibited to the prosecutor—that is to say, the latter individual wasn't asked to pick him out of, say, a dozen prisoners, but was simply asked if Bell was the man; and he promptly identified him, just as he would, most likely, have identified Long McKeen or "General Mite" if his attention had been drawn in the same way to either of them. Also, he swore to him in the Court, regardless of the awful discrepancy between the size of the prisoner, and that of the burglar as revealed by his own description. Bell's only defence was that the incriminating pants were given to him by some person whom he couldn't trace—being locked up in goal he couldn't naturally trace anybody; and the jury promptly found him guilty, and the Judge—regardless of Mr. Larch's really surprising statements—sent him up for four years. This event took place some four months ago, and within the past few days the real offender—one Giles, who is now doing 14 years on his own account—confessed to the crime. An accomplice, an accomplice gave the pants to Bell, and as further stretch of humour they took the detective along, and pointed Bell out to that functionary. The officer, in fact, seems to have created his victim simply because a shady-looking stranger told him to do it, and apparently he never even asked how the stranger came by his information. Giles and his friend and supporter have now been convicted of conspiracy to charge Bell with the crime of burglary, but so far, nothing seems to have happened to Mr. Larch, whose stout and copious testimony certainly made no doubt if the burglar had committed murder upon a member of the household to facilitate his escape. Mr. Larch would have sworn just as fluently, and long before this time Bell would have been hanged and forgotten. Then, in all probability, the truth would never have been revealed, for no one worries much about a dead man, and he would have gone the same way as many other dead men who fall victims to police stupidity, and circumstantial evidence, and the readiness of many witnesses to take a prisoner's word for granted merely because he is in custody. And even if the truth had come out in that case, it would have done remarkably little good to anybody concerned. There is no return road from the gallows, and hanging is the only mistake for which the law can make no possible reparation. And for that reason capital punishment badly wants to be abolished. So long as the law is a blundering institution, which depends for its accuracy on the brains of unintelligent policemen, who depend, in their turn, on busy witnesses and shady-looking strangers, it is impossible to reach anything for any court to commit itself to an act from which there is no going back. By pure accident, however, Bell has been "pardoned" instead of hanged. In other words, the law, which did him a brutal wrong, graciously forgives him for having the wrong done to him. It is an unspeakable proceeding, and the only thing the State can do now to make it complete is to charge Bell for board and lodging during the time he was in goal, and for wear and tear of the policeman who ran him in, and for the use of the Judge who sentenced him, and to send him a bill for the rent of the witnesses who swore so profusely against him.—*Sydney Bulletin*.

TEA.

ITS DISCOVERY AND HISTORY.

By whom and when the use of tea for drinking purposes was discovered is lost in antiquity. The famous herb is spoken of in the Chinese annals as far back as 2000 B.C., at which time it was cultivated and classified almost as completely as to-day.

One ancient legend says that its virtues were learned by accident by a Chinese monarch, King Shen Kung. "The Divine Husbandman," who flourished four centuries ago, and who, in boiling water over a fire made from tea branches on which the leaves still hung, allowed some of the latter to fall into the pot. During the reign of King Shen Nung Shen (773 to 696 B.C.) he not only discovered the curative virtues of plants, but also first fashioned timber into ploughs and taught the people the art of husbandry and instituted the practice of holding markets for the exchange of commodities.

Tea was highly esteemed in nearly every ancient Asiatic city near the sea, and was used as a royal gift from the Chinese monarchs and great merchants to the potentates of the East. To the Rajahs of Kandy, the Sultans of Ceylon, the shoguns and daimios of Japan, carefully selected samples of the leaves, picked in precious boxes, were sent with great regularity. Some times they were presented worthy of a crown. One of them is thus recorded: "It weighed forty catties (about fifty pounds), and each leaf was perfect in color, size and age. The leaves were divided into parcels of five mace each (a little over half an ounce), and each parcel was wrapped in pure silver foil. This was wrapped in turn in thin white paper and put into a little bag of bright-colored silk. A hundred bags were placed into a porcelain jar, whose lid was securely fastened and sealed, and each jar was protected by a box of camphor wood, trimmed with silver, blingee and ornaments."

In the list of Princes to whom these presents were made are many whose identity would be otherwise lost to history. From the old writings many curious facts are thus obtained. Among other facts it would seem that Corea, to-day more dead than alive, was at one time a formidable power, military and naval; that the

Japanese at long intervals changed from peaceable neighbors into marauders and freebooters worthy of Sir Walter Raleigh, Froisher and Drake; that Manipur, Assam, Burmah and Tong King, at various epochs, were strong, belligerent communities in the far East; that Cambodia and Cochinchina were populous, rich and warlike civilizations, where now the tiger prowls and the serpent glides; that the Island of Ceylon was the scene of brilliant and brave dynasties which followed one another like waves on the shores, and at times the Tartar nomads who live to the north, north-east and west of Asia were gathered into great armies and nations by unknown Tamerlances and Genghis Khans.

The presents of tea from the dowerly Kingdom to kindly neighbors are humble monuments to the greatness of the dynasty and empires. Before the time of Confucius it had supplanted every other fluid for assuaging thirst. Its sanitary excellence was appreciated by Shen Kung, a celebrated scholar and philosopher, who said: "Tea is better than wine; for it leadeth not to intoxication; neither does it cause a man to do foolish things and repent thereof in his sober moments. It is better than water, for it doth not carry disease, neither doth it act as a poison as doth water when the wells contain foul or rotten matter."

That tea was universal is borne out by one of the maxims of Confucius, the wisest man of China, when he said: "Be good and courteous to all, even to the stranger from other lands. If he say unto thee that he thirsteth give unto him a cup of warm tea without money and without price."

At the time of Buddha China was enjoying a large foreign commerce in tea. It was carried by her junks to Japan, Corea, Tonquin, Annam, Cochinchina, Burmah, Siam, India, Ceylon, Persia and Arabia. According to one record it was sent to a great first river country west of the Ganges, from which it was separated by a long and very torrid tea, which must have been Egypt. It was carried by caravans to Manchuria, Mongolia, Kuldja, Tartary, Tibet, Persia and Northern India.

This commerce flourished during centuries, and culminated in the dynasties of Hung Tung and Tung Chi about 1,000 A.D.

From this time there was a slow but steady decline to the reign of the present sovereign, Kwang-Hau. In the past twenty years the decline has been something terrible, and the tea trade being scarcely one-quarter of what it was in 1850. The outlook is not promising to the tea-planter and patriot in any respect. In every district the industry is on the verge of bankruptcy. The demand from abroad yearly diminishes, the people themselves are turning to other beverages, while the taxation necessary to Government, which in the former years of prosperity was a mere trifle, now threatens utter extinction of the trade.—*Philadelpia Times*.

TO CATCH THE UNWARY.

MANY OLD AND NEW PARADOXES THAT ARE INTERESTING.

After the cigars had been lighted at a small dinner party one evening not long ago, the subject of paradoxes was introduced. It was a matter of considerable comment to those present that a large number of propositions, or queries, there are floating about the world in one form or another, which are intended to puzzle the wits of the unwary. Some of them are extremely ancient, having been handed down from the works of the Greek philosophers, and some are of recent origin. All of them form excellent mental exercises, as they sharpen the wit, and train to originality is made to the examples given here, most of which were brought out at the dinner mentioned, but undoubtedly some readers will find a number of questions which they have never before heard. Who has not at some period of his existence puzzled his brain over this query:—

If a goose weighs ten pounds and half its own weight, what is the weight of the goose?

Many persons have undoubtedly been tempted to answer "five pounds," when the correct answer, of course, is twenty pounds, as they do not cover or give the problem a little thought. An exceedingly wise man has sometimes been caught by a very simple question of this sort. The following for example:—

How many days would it take to cut up a piece of cloth fifty yards long, one yard being cut off every day?

Or this:—

A small climbing up a post twenty feet high ascends five feet every day and slips down four feet every night. How long will it take the small to reach the top of the post?

These are simple questions in arithmetic, and yet, how many persons would answer fifty days, instead of forty-nine to the first one, and twenty instead of sixteen to the last one? It is perhaps scarcely necessary to point out that the small would gain one foot a day for fifteen days, and on the sixteenth day reach the top of the pole, and there, of course, remain.

Here is one of a different sort, but none the less puzzling:—

A man walks round a pole, on the top of which is a monkey. As the man moves, the monkey turns round on the top of the pole, so as still to keep face to face with the man. When the man has gone round the pole, has he or has he not, gone round the monkey?

As either answer to this question may be upheld with strong and logical arguments, the reader is left to decide the question for himself. Which, at any given moment, is moving forward faster, the top of a coach wheel, or the bottom?

The answer to this question seems simple enough, but probably many persons out of ten, asked at random, would give the wrong reply. It would appear at first sight that the top and bottom must be moving at the same rate; that is, the speed of the carriage. But by a little thought it will be discovered that the bottom of the wheel is, in fact, by the direction of its axis, moving backward, in an opposite direction to that which the carriage is advancing, and is consequently stationary in space, while the point on top of the wheel is moving forward with the doubled velocity of its own rotation around the axis and the speed at which the carriage moves.

Many persons will recall the famous paradox of Zeno, by which he sought to prove that all motion is impossible.

"A body," he argued, "must move either in a place where it is or in a place where it is not. Now, a body in the place where it is, is stationary and cannot be in motion; nor, obviously, can it be in motion in the place where it is not. Therefore it cannot move at all."

Bodies do move, however, and that is a sufficient answer to the ingenious philosopher. Another paradox which has been liberally made the Greeks—that of Achilles and the tortoise—is familiar.

Achilles (the swift-footed) allows the tortoise a hundred yards' start, and runs ten yards while the tortoise runs one. Now, when Achilles has run a hundred yards the tortoise has run ten yards, and is therefore still that distance ahead. When Achilles has run these ten yards, the tortoise has run one yard. When Achilles has run the ten yards, the tortoise has run one-tenth of a yard. And when Achilles has run the one-tenth of a yard the tortoise has run one-hundredth of a yard. It is only necessary to continue the same process of reasoning to prove that Achilles can never overtake the tortoise.

Of course, it is a fact that Achilles does overtake the tortoise, notwithstanding this apparently logical reasoning to the contrary. The conclusion of that paradox is somewhat different from the following, although in some ways similar to it.

A man owes four cents. He pays two cents one day, one cent the next, one-half cent the next, and so on, one-half each day of the debt. Now, although on the fourth day he only owes one-quarter of a cent, if he should be endowed with the gift of immortality, and he should continue to pay the debt at the same ratio, he could never pay all of it. There would always remain that half of the former day's payment providing he had counters small enough to make the payments.

Here is a puzzle in geometry. It does not require a skilled mathematician, however, to solve it.

It is required to demonstrate (geometrically) that a larger crop of corn can be grown on an acre of level ground, than on an acre of slanting ground. The stalks of corn are supposed to grow perpendicularly in both cases, and all other particulars, such as fertility of the soil and the like to be the same.

The ingenious reader will probably have no trouble in solving the problem without assistance. Philosophers, according to the latest devices, have not been able to decide what would be the fate of a donkey placed exactly midway between two haystacks. As there is clearly no reason why he should choose one side rather than the other, it is presumed that, logically, he would starve to death.

The cynic's reply to this proposition may, perhaps, be as good as any that could be found; that is, that the philosopher who wastes time over such a question ought to solve it by actual experience.

Probably every reader has quoted the proverb: "There is an exception to every rule," several hundred thousand times during his or her life and never thought that the proverb contradicted itself. For, clearly, if there is an exception to every rule, there is an exception to this proverb; therefore, there is a rule without an exception.

The familiar query: "If Dick's father is Tom's son, what relation is Dick to Tom?" is easier of solution than the other one closely allied to it, which runs as follows: A man standing before a portrait says: "Sisters and brothers have I none—Yet that man's father is my father's son."

What relation is the speaker to the person depicted in the portrait? The answer is often given that the portrait represents the speaker himself, when, as a matter of fact, it represents the speaker's son.

It is seldom, indeed, that the following question is answered correctly off hand: A train starts daily from San Francisco to New York and one daily from New York to San Francisco, the journey lasting five days. How many trains will a traveler meet in journeying from New York to San Francisco?

Aunt Sarah's nine persons out of one hundred would say five trains, as a matter of course. The fact is overlooked that every day during the journey a fresh train is starting from the other end, while there are five trains on the way to begin with. Consequently the traveller will meet not five trains, but ten.

The following proposition is left for the reader to think about.

If there are more people in the world than any one person has hairs upon his head, then there must exist at least two persons who possess identically the same number of hairs to a hair.

This same proposition may be applied to the faces of human beings in the world. If the number of perceptible differences between two faces be not greater than the total number of the human race, then there must exist at least two persons who are to all appearances exactly alike. When it is considered that there are about 1,500,000,000 persons in the world and that the human countenance does not vary, except within comparatively narrow limits, the truth of the proposition becomes obvious without applying the logical reasoning of it.—*N. Y. Tribune*.

CHILDREN starving to death on account of their inability to digest food will find a most marvellous food and remedy in Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites. Very palatable and easily digested. Read the following testimonial:—

"I have prescribed 'Scott's Emulsion' in cases of children suffering from wasting and mal-nutrition and can report most favourably of its good effect. It has been in each case taken most readily."—W. PERKINS, M.R.C.S., Medical Superintendent, Butleigh Hospital. Any Chemist can supply it. A. S. Watson & Co. (Limited), agents in Hongkong and China.—*Advt.*

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAIPHONG,"

Captain Lewis, will be despatched for the above Port, on MONDAY, the 25th instant, at Noon.

For Freight or Passage, apply to DOUGLAS LARAIE & Co., General Managers.

Hongkong, 23rd January, 1892. [121]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOCHOW.

THE Company's Steamship

"HAITAN,"

Captain Bathurst, will be despatched for the above Ports on TUESDAY, the 26th instant, at Noon.

For Freight or Passage, apply to DOUGLAS LARAIE & Co., General Managers.

Hongkong, 23rd January, 1892. [122]

NOTICE TO CONSIGNEES.

S.S. "TEVIOT,"

FROM DUNKIRK, BOULOGNE, GLASGOW, BORDEAUX AND JAVA PORTS.

CONSIGNEES of Cargo are hereby requested to send in bills of Lading to the Underigned for Counter-signature, and to take immediate delivery of their Goods from along-side.

Optional cargo will be forwarded unless notice to the contrary be given before Noon, To-day.

Cargo impeding the discharge of the Steamer, will be at once landed and stored, into the Godowns of the Kowloon Wharf and Godown Company at Kowloon at Consignees' Risk and expense, and no Fire Insurance will be effected.

All claims against the Steamer must be presented to the Underigned immediately on arrival, and not be regarded.

DODWELL, CARILL & Co., Agents.

Hongkong, 23rd January, 1892. [123]

Intimations.



ARE NOW SHEWING: IRON BEDSTEADS, BRASS BEDSTEADS, BEDDING, MATTRESSES, &c. DOWN QUILTS, BLANKETS, RUGS, BEDROOM FURNITURE, TOILET SETS, &c.

Hongkong, 16th January, 1892.

To-day's Advertisements.

WOODYEAR'S ROYAL AUSTRALIAN CIRCUS.



THE PALACE OF AMUSEMENT.

RETURN OF THIS FAVOURITE AND POPULAR SHOW.

A SHOW OF STERLING MERIT.

OUR MATTONS—Civility and politeness to our patrons; no act placed in the Arena that offends the eye or grieves the ear.

NEW ARTISTES. NEW ARTISTES.

NEW TRAINED HORSES, &c.

NEW JAPANESE ARTISTES.

GRAND OPENING NIGHT, TO-DAY, the 23rd January.

This Programme is subject to alteration. MADAME WOODYEAR, Proprietress.

W. HARLAND, General Agent. S. REICH, Equestrian Manager. F. MARTYN, Business Manager. VICTOR VALAZIE, Business Manager.

LOCATION OF OUR GRAND MARQUEE AT WEST POINT, opposite THE GODOWN CO.'S WHARF.

PRICE OF ADMISSION:—Boxes of 6 Chairs \$12.00 Dress Circle Chairs 2.00 Stalls, Carpeted Seats 1.00 Pit 30 Children under to half-price. Soldiers and Sailors in uniform to Pit 25 cents. Half-price to all other parts except the boxes.

Tickets to be had at Messrs. Kelly & Walsh, Ltd., where a plan of the Pavilion may be seen.

Look out for Prof. VALAZIE'S drop from the Clouds.

Hongkong, 23rd January, 1892. [124]

NOTICE.

COMPLIMENTARY BENEFIT CONCERT

Rendered to MR. W. WALSH.

WEDNESDAY, the 27th January, assisted by SEVERAL LEADING AMATEURS.

Programme will be published in Monday's issue. Tickets may be had at Messrs. Kelly & Walsh, Limited.

PRICES OF ADMISSION:—\$3 and \$1. Hongkong, 23rd January, 1892. [125]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that ARTILLERY PRACTICE will take place, from the Batteries at Stonecutters Island, during the month of February 1892, between the hours of 9 a.m. and 5 p.m. daily. Saturdays and Sundays excepted.

The line of fire will be in Western and South-Western directions from the Batteries.

All Ships, Junks and other vessels are cautioned to keep clear of the ranges.

By Command, W. M. GOODMAN, Acting Colonial Secretary.

Colonial Secretary's Office, Hongkong, 23rd January, 1892. [126]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship

"ZAFIRO,"

Captain Cobban, will be despatched for the above Ports on MONDAY, the 25th instant, at Noon.

For Freight or Passage, apply to SHEWAN & Co., General Managers.

Hongkong, 23rd January, 1892. [127]

To-day's Advertisements.

WAIT FOR IT. WATCH FOR IT. THE BIG SHOW.



THE P. T. BARNUM SHOW of the Eastern Continent.

HARMSTON & SONS.

(LATE OF CHARIOT'S CIRCUS).

GREAT LONDON OLYMPIC, ROMAN HIPPODROME, and AMERICAN WILD WEST SHOW.

Since our advent in the East we have met shows in our line from South Africa, Australia, &c. WHEN WE COME THEY GO.

MDLE, LE BLONDE'S COURIER OF ST. PETERBURGH

in which act this ARTISTE rides and drives more Horses in our Hippodrome track than other SO CALLED CIRCUSES possess in their entire Stud.

NO SELF TAUGHT PERFORMERS IN THIS COMBINATION.

But boys and girls taken at the proper age and put under Competent Masters of their Art.

The result being nothing BUT FINISHED ARTISTES.

WAIT! KEEP YOUR MONEY FOR THE BIG SHOW.

THERE YOU WILL GET VALUE

35 S P L E N D I D H O R S E S 35 PERFORMING ELEPHANTS

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY
THROUGH TO NEW YORK, VIA OVER-
LAND RAILWAYS, AND TOUCHING AT
YOKOHAMA, AND SAN FRANCISCO.

PROPOSED SAILING FROM HONGKONG.
City of Peking Tuesday 9th Feb.
China Wednesday 23rd Mar.

THE U. S. Mail Steamship

"CITY OF PEKING"
will be despatched for SAN FRANCISCO, via
YOKOHAMA on TUESDAY, the 9th Feb.,
at 1 P.M., taking Passengers and Freight for
Japan, the United States, and Europe.

RATES OF PASSAGE.
From Hongkong, First-class.

To San Francisco, Vancouver,
Victoria, Esquimaux, New
Westminster, Port Townsend, Seattle,
Tacoma, Portland, Oreg.,
To Liverpool and London \$25.00
To Paris and Bremen \$45.00
To Havre and Hamburg \$35.00
Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of Steamers.

RATES OF PASSAGE TO OVERLAND CITIES, FIRST CLASS.

DESTINATION.	30 day Tickets.	Continuous Tickets.
Kansas City, Mo., Omaha, Neb.	\$25.00	\$25.00
St. Louis, Mo.	25.00	25.00
St. Paul, Minn., Minneapolis, Minn.	25.00	25.00
Chicago, Ill.	25.00	25.00
Milwaukee, Wis.	25.00	25.00
Cincinnati, Ohio	25.00	25.00
Columbus, Ohio	25.00	25.00
Detroit, Mich.	25.00	25.00
Cleveland, Ohio	25.00	25.00
Toronto, Canada	25.00	25.00
Pittsburg, Pa.	25.00	25.00
Niagara Falls, N.Y., Buffalo, N.Y.	25.00	25.00
Washington, D.C., Baltimore, Md.	25.00	25.00
Montreal, Canada	25.00	25.00
Philadelphia, Penn.	25.00	25.00
New York	25.00	25.00
Boston, Mass.	25.00	25.00
Portland, Maine	25.00	25.00

All the above Rates are in Mexican Dollars.
Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Service, to European
Officers in service of China and Japan, and to
Government officials and the families.

Passengers by this line have the option of
proceeding Overland by the Southern Pacific
and Connecting Lines, Central Pacific, Northern
Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return
tickets to San Francisco will be issued at fol-
lowing rates:—

4 months \$337.50
12 months \$393.75
Time is reckoned from date of issue to date of
re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embark-
ing at San Francisco for China or Japan (or
vice versa) within one year will be allowed a
discount of 10 per cent. from Return Fare.
This allowance does not apply to through
fares from China and Japan to Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and inland cities
of the United States, via Overland Railways, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages will
be received at the Office until 5 P.M. same day,
all Parcel Packages should be marked to ad-
dress in full, value of same is required.

Consular invoices to accompany Cargo de-
signed to Ports beyond San Francisco, in the
United States, should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.
Hongkong, 23rd January, 1892.

Hotels.

THE SHAMEN HOTEL.

BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably
situated within a few minutes walk of the
"River Steam Wharves," is now open to receive
Visitors.

The Bed-rooms are cool, airy and comfortably
furnished, and the spacious Dining Room, Sitting
Rooms, and accommodation generally, will be
found equal to the best Hotels in the Far East.

The Table d'Hôte is supplied with every
luxury in season, and the cuisine is in experi-
enced hands.

Wines, Spirits, Malt Liquors, etc., of the best
quality only.

A WELL APPOINTED BILLIARD ROOM.

A. F. DO ROZARIO,
Manager.

Hongkong, 1st September, 1891.

Notices of Firms.

NOTICE.

THE Undersigned has this Day established
himself as AUCTIONEER and GOODS
BROKER.

GEO. P. LAMBERT,
Hongkong, 7th December, 1891.

NOTICE.

JAY'S SANITARY COMPOUNDS
COMPANY, LIMITED.

JAY'S WOOD PRESERVER OR
ANTISEPTIC PAINT.

THE Undersigned have this day been
appointed SOLE AGENTS for the sale of
these PERFECT DISINFECTANTS, and
are prepared to supply quantities to suit
purchasers, at Wholesale Prices. Extra Special
terms for Shipping and Large Orders.

Sir, ROBERT RAWLINSON, C.B., C.E., Chief
Sanitary Engineer, Local Government Board
London, says

"It is the best Disinfectant in use."
W. G. HUMPHREYS & Co.,
Bank Buildings,
Hongkong, 19th July, 1891.

Mails.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE,
CHINA AND JAPAN.

PROPOSED SAILINGS FROM
HONGKONG, 1892.

(SUBJECT TO ALTERATION).

Empress of China, Tuesday, Feb. 2nd.
Empress of India, Tuesday, Mar. 1st.
Empress of Japan, Tuesday, Mar. 23rd.

THE R. M. S. "EMPEROR OF CHINA,"
sailing at Noon, on TUESDAY, the 2nd Feb.,
with Her Majesty's Mails, will proceed to VAN-
COUVER, via SHANGHAI, Tientsin, So-
KOBE and YOKOHAMA.

RATES OF PASSAGE.
(In Mexican Dollars).
FROM HONGKONG, FIRST CLASS.

TO
Vancouver, Victoria, Esqui-
maux, New Westminster,
Port Townsend, Seattle, Ta-
coma, Wash., San Francisco,
Portland Ore., San Francisco,
Banf Calgary, Alta.
Winnipeg, Man.
To Minneapolis, St. Paul,
Duluth, Minn.
Chicago, Ill., Kansas City,
St. Louis, Mo.
Milwaukee, Wis.
Detroit, Mich., Cincinnati,
Cleveland, Columbus, O.,
Hamilton, London, Toronto,
Ont.
Buffalo, Niagara Falls, N.Y.,
Kingston, Ottawa, Ont., Mon-
treal, Quebec, Que.
New York, Albany, Troy,
Rochester, N.Y.,
Baltimore, Md., Philadelphia,
Pittsburg, Pa.
Washington, D. C., Boston,
Mass., Portland, Me.,
Halifax, N.S., St. John, N.B.,
Liverpool and London via Li-
verpool
Paris, via Liverpool and Lon-
don
Bremen
Hamburg

2nd class steamer and 1st class on rail, and
2nd class steamer and rail, also Steamer Fares
and Rates to other places, quoted on application.
The Steamers call at Victoria to land and
embark passengers.

Return Tickets.—Time limit for prepaid return
ticket is reckoned from date of issue to date of
re-embarking at Vancouver.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of Steamers.

Special rates (first-class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Service, to European
Officers in service of China and Japan, and to
Government officials.

CARGO.—Through Bills of Lading issued to
Japan, Pacific Coast Ports, and to Canadian
and United States Ports.

Consular Invoices of Goods for United States
Ports should be in quadruplicate; and one
copy must be sent forward by the steamer to
the case of D. E. BROWN, Assistant General
Freight and Passenger Agent, Canadian Pacific
Railway, Vancouver, B. C.

Parcels must be sent to the Company's Office
with address marked in full by 5 P.M. on the
day previous to sailing.

For further information as to Passage and
Freight, apply to

E. HOLLOWAY,
General Agent.

Hongkong, 16th January, 1892.

To be Let.

NO. 18, HOLLYWOOD ROAD.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 4th December, 1891.

TO LET.
THE PREMISES known as Bowington
Foundry with Dwelling House (6
Rooms).
ALSO,
A Large GODOWN, SHEDS and YARD.
For further particulars, apply to
GORDON & Co.
Hongkong, 16th December, 1891.

THE KOWLOON LAND AND BUILDING
COMPANY, LIMITED.
TO LET.
AT KOWLOON.

A FEW HOUSES IN KNOTSFORD TER-
RACE containing 3 Rooms each and
Bath-rooms, Tennis Courts, Healthy situation.
Cheap Rent.

Apply to
THE HONGKONG LAND INVESTMENT
& AGENCY Co., Ltd.,
Hongkong, 6th August, 1891.

Intimations.

PROFESSIONAL.
DENTON E. PETERSON,
Doctor of Dental Surgery,
Room No. 22, Connaught House,
Queen's Road.
HOURS 9 TO 12 A.M., 2 TO 4 P.M.
Hongkong, 19th January, 1892.

DENTISTRY.
FIRST CLASS WORKMANSHIP
AND
MODERATE FEES.

M. R. WONG TAI FONG,
Surgeon Dentist,
(Formerly articled Apprentice and Master)
assistant to Dr. ROZARIO,
HAS REMOVED
TO
THE BANK BUILDINGS,
QUEEN'S ROAD,
(above Messrs. Danks Bros. of China, Ltd.)
CONSULTATION FREE.
Hongkong, 17th July, 1891.

THE "HONGKONG TELEGRAPH" will
be on sale at the Hongkong and Victoria
Hotels, opposite the Hongkong Club, and at
Potters' Wharf, Yokohama, from 5.30 to
7.30 o'clock.

PRICE TEN CENTS.
Copies ordered from the Office will be charged
the usual rate—25 cents.

Advertisements are reminded that the Hongkong
Telegraph has by far the largest circulation of
any English newspaper published in the Far
East. THIS IS GUARANTEED. Terms on
application.

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application.

Mails.

OCCIDENTAL AND ORIENTAL STEAM-
SHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE.

THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.
Oceania (via Honolulu), Tuesday 16th Feb.
Galle, Thursday 10th March.
Belgic, Tuesday 5th April.

THE Steamship "OCEANIC"
will be despatched for San Francisco, via
Yokohama and Honolulu, on TUESDAY, the
16th Feb., at 1 P.M. Connection being made at
Yokohama with Steamers from Shanghai and
Japan Ports.

RATES OF PASSAGE.
From Hongkong, First-class.
To San Francisco, Vancouver,
Victoria, Esquimaux, New
Westminster, Port Townsend,
Seattle, Tacoma, Portland, O.,
To Liverpool and London \$25.00
To Paris and Bremen \$45.00
To Havre and Hamburg \$35.00
Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of Steamers.

RATES OF PASSAGE TO OVERLAND
CITIES.—FIRST CLASS.

DESTINATION.	30 day Tickets.	Continuous Tickets.
Kansas City, Mo., Omaha, Neb.	\$25.00	\$25.00
St. Louis, Mo.	25.00	25.00
St. Paul, Minn., Minneapolis, Minn.	25.00	25.00
Chicago, Ill.	25.00	25.00
Milwaukee, Wis.	25.00	25.00
Cincinnati, Ohio	25.00	25.00
Columbus, Ohio	25.00	25.00
Detroit, Mich.	25.00	25.00
Cleveland, Ohio	25.00	25.00
Toronto, Canada	25.00	25.00
Pittsburg, Pa.	25.00	25.00
Niagara Falls, N.Y., Buffalo, N.Y.	25.00	25.00
Washington, D.C., Baltimore, Md.	25.00	25.00
Montreal, Canada	25.00	25.00
Philadelphia, Penn.	25.00	25.00
New York	25.00	25.00
Boston, Mass.	25.00	25.00
Portland, Maine	25.00	25.00

All the above Rates are in Mexican Dollars.
Special rates (First-class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Service, to European
Officers in service of China and Japan, and to
Government officials and the families.

Passengers by this line have the option of
proceeding Overland by the Southern Pacific
and Connecting Lines, Central Pacific, Northern
Pacific or Canadian Pacific Railways.

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tickets to San Francisco will be issued at fol-
lowing rates:—

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Time is reckoned from date of issue to date of
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dress in full, value of same is required.

Consular invoices to accompany Cargo de-
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United States, should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to

J. S. VAN BUREN, Agent.
Hongkong, 23rd January, 1892.

Intimations.

SEQUAH SPEAKS.
To the Halt and the Lame; To the Incapable;
To those whom Doctors have failed to relieve;
To those whose life is a misery on account of
suffering and pain;

ONCE DAILY,
at 5.30 p.m.
WEST POINT,
opposite
THE GODOWN CO'S WHARF.

SEQUAH'S OFFICES,
112, Praya West.
Hongkong, 19th January, 1892.

WESLEYAN METHODIST CHURCH,
HONGKONG.
DIVINE SERVICE,
EVERY SUNDAY-MORNING,
At 10.30,
IN
ST. ANDREW'S HALL,
Hongkong, 16th January, 1892.

SPECIAL NOTICE.
THE "HONGKONG TELEGRAPH" will
be on sale at the Hongkong and Victoria
Hotels, opposite the Hongkong Club, and at
Potters' Wharf, Yokohama, from 5.30 to
7.30 o'clock.

PRICE TEN CENTS.
Copies ordered from the Office will be charged
the usual rate—25 cents.

Advertisements are reminded that the Hongkong
Telegraph has by far the largest circulation of
any English newspaper published in the Far
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7.30 o'clock.

PRICE TEN CENTS.
Copies ordered from the Office will be charged
the usual rate—25 cents.

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Torrington	Singapore	Jan. 23rd	Dodwell, Carill & Co.
Glennah	London	Jan. 24th	Jardine, Matheson & Co.
Lighthouse	Calcutta	Jan. 24th	D. Sassoon, Sons & Co.
Benlawers	London	Jan. 25th	Gibb, Livingston & Co.
Cantonment	Australia	Jan. 25th	Gibb, Livingston & Co.
City of Peking	San Francisco	Jan. 25th	Pacific Mail S. S. Co.
Calcutta	Bombay	Jan. 25th	Messageries Maritimes
Bisago	Bombay	Feb. 3rd	Carlowitz & Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
Marseilles, via Saigon, &c.	Yangtze	Messageries Maritimes	Jan. 27th, at noon.
London, via Suez Canal.	Glennah	Jardine, Matheson & Co.	To-morrow daylight.
London, via Suez Canal.	Glennah	Jardine, Matheson & Co.	About Jan. 27th.
Bremen and Ports of Call.	Bayera	McLachlan & Co.	Feb. 13th, at 3 p.m.
Flume and Straits, &c.	Melpomene	D. Sassoon, Sons & Co.	Jan. 25th, at noon.
Antwerp and Liverpool	Pathan	Dodwell, Carill & Co.	About Feb. 3rd.
New York, via Singapore.	Glennah	Dodwell, Carill & Co.	About Jan. 26th.
San Francisco, via Y. & C.	Oceanic	O. & O. S. S. Co.	Feb. 16th, at 1 p.m.
San Francisco, via Y. & C.	Pacific Mail S. S. Co.	Pacific Mail S. S. Co.	Feb. 4th, at 1 p.m.
Vancouver, B.C., via S. & C.	Dodwell, Carill & Co.	Dodwell, Carill & Co.	Feb. 2nd, at noon.
Calcutta, via Straits, &c.	Chelydra	Jardine, Matheson & Co.	Jan. 25th, at noon.
Straits and Bombay	Nizam	P. & O. S. S. Co.	Jan. 25th, at noon.
Singapore, Havre, &c.	Cardagashire	Dodwell, Carill & Co.	About Feb. 16th.
Singapore, Havre, &c.	Lydia	Stemmen & Co.	Jan. 27th, at noon.
Yokohama, Kobe, &c.	General Werder	Melchers & Co.	About Jan. 23rd.
Shanghai, via Swatow	Torrington	Dodwell, Carill & Co.	About Jan. 25th.
Choyang	Jardine, Matheson & Co.	Jardine, Matheson & Co.	Jan. 25th, at 3 p.m.
Batavia	Melchers & Co.	Melchers & Co.	Jan. 25th, at 5 p.m.
Manila, via Amoy	Shewan & Co.	Shewan & Co.	To-morrow, daylight.
Swatow, Amoy and Tamsui	Douglas Lapraik & Co.	Douglas Lapraik & Co.	To-morrow, daylight.
Swatow	Douglas Lapraik & Co.	Douglas Lapraik & Co.	Jan. 25th, at noon.

Intimations.

TO BEWARE OF COUNTERFEITING

ORIZA-VELOUTÉ SOAP

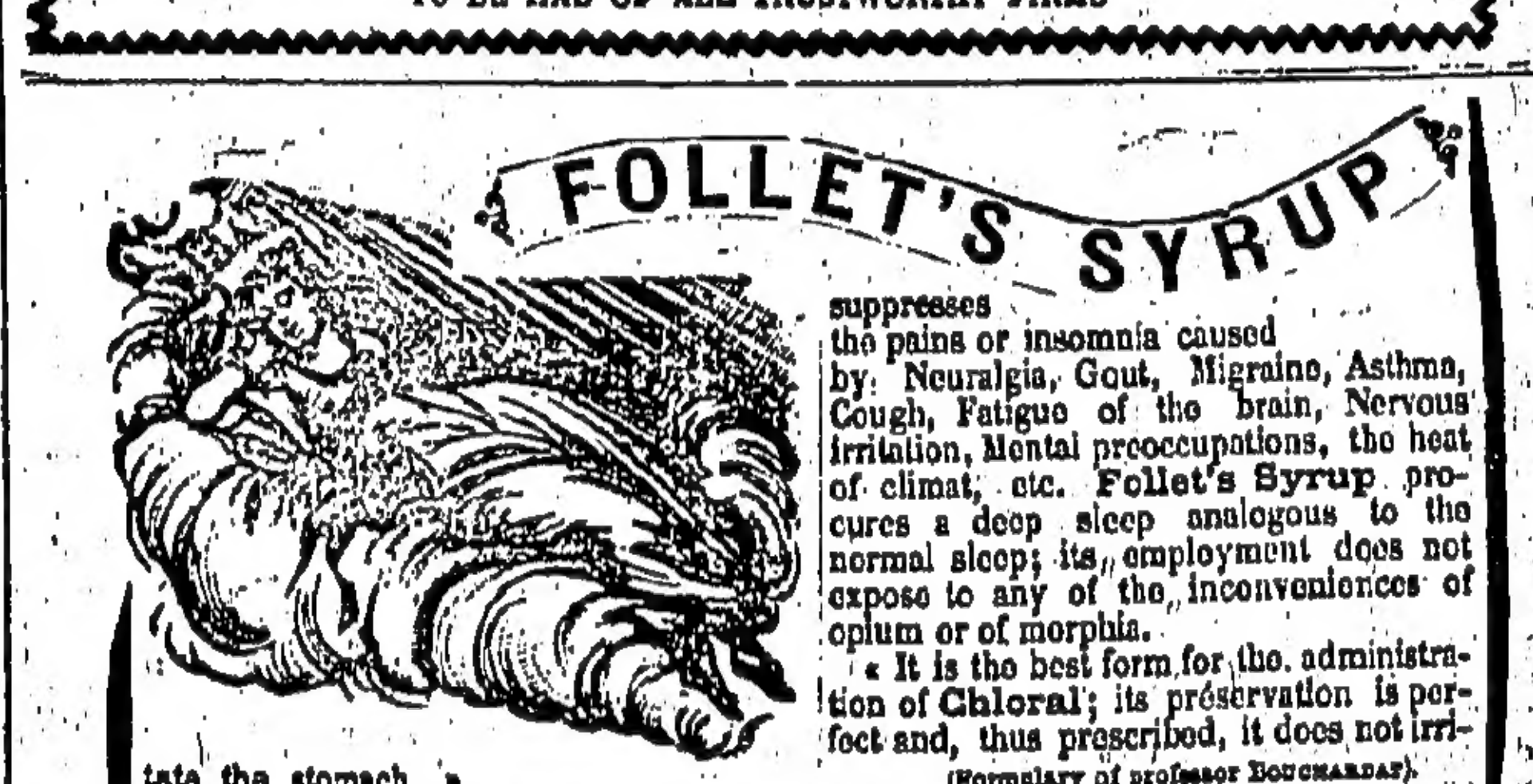
The best and softest soap

L. LEGRAND'S
ORIZA PERFUMERY

Inventor of the GENUINE and accredited preparation ORIZA-OIL

11, Place de la Madeleine, Paris

TO BE HAD OF ALL TRUSTWORTHY FIRMS



Follet's Syrup is sold in nearly all the pharmacies of all countries, and is prepared by
the Hon. Dr. Follet, rue de la Harpe, Paris, who obtained the highest recompense, gold medal,
at the International Exhibition of Sydney, Amsterdam, Paris, etc.

Agents in Hongkong:—
A. S. WATSON & Co., Ltd.,
DAKIN BROS. OF CHINA, LTD.

THE CHINA AND JAPAN TELEPHONE
COMPANY, LIMITED.

LIST of Subscribers to the HONGKONG
TELEPHONE EXCHANGE.

26—Alice Memorial Hospital.
27—Anderson, G. C., Capt.
28—Do.
29—Arnold, Karberg & Co.
30—Belliss & Co.
31—Belliss, E. R., Kingclere.
32—Belliss, E. R., The Eyrie.
33—Butterfield and Swire.
34—Do.
35—Candle, Dr. J., Victoria Peak.
36—Central Station.
37—C. Borneo Co., Ltd., S. S. M., Bowington.
38—China Mail.